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Submission: M5 EIS

I am writing to express my strong objection to the new M5 (Beverley Hills to St Peters) proposal).

Impact on Sydney Park

Part of the South side of Sydney Park will be lost to a construction compound, the exit roads will cut into the park and significant trees and vegetation will be lost. This value of this significant public asset and wildlife habitat cannot be under-estimated.

The park will be ringed by high volume multi-lane roads, making it more difficult for cars, pedestrians and cyclist to access the park. This park is now very heavily used, due to the lack of alternative open space and an ever growing population. The proposed pedestrian and cyclist bridge is nowhere near the bulk of the residents who use the park (the artists impression is very misleading).

Local Area Traffic

Thousands of additional vehicles will be disgorged into St Peters and surrounding suburbs, onto already congested roads. Road widening is a temporary solution to traffic problems, as so many major road projects have demonstrated.

The Business Case admits that drivers will avoid the outrageous new tolls by rat running through residential streets, thereby increasing local congestion. And where are all these new drivers going to park?

The construction of the third stage to link the New M5 and M4 will reduce traffic flowing out of the interchange. This 'proposal' is unfunded and due to the massive cost overruns on the total West Connex debacle, is unlikely to ever eventuate.

\$16.8bn, up from an original estimate of \$10bn, would fund a lot of public transport. Nobody except men with 1970s vision, construction firms and developers want this.

Regards,

Lesley Clarke